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The China Mail.

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November 16, 1921. Temperature 66

Barometer 29.39

Rainfall 0.00 inch

Humidity 63

November 16, 1920. Temperature 60

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HONGKONG, WEDNESDAY

NOVEMBER 16 1921.

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(WATCH THIS SPACE NEXT WEEK.)

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TO-DAY'S CABLES.

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WASHINGTON DISARMAMENT PROPOSALS.

BRITISH MODIFICATIONS OUTLINED.

GENERAL AMERICAN PLAN ACCEPTED.

WASHINGTON, November 15.

According to a fuller statement on the British modifications of Mr. Hughes' proposals, the chief British objection is to the system of replacement of capital tonnage. The allocation of half a million tonnage each to Britain and America and 300,000 to Japan is not questioned, but it is pointed out that the ten years' holiday proposal is practically meaningless unless armament plants are drastically reduced. British experts express the opinion that the period allowed for rebuilding should be spread over a term of years. It might be agreed to build one ship a year or allow each country only one ship power building plant, thus permitting it to keep abreast of improvements. Moreover, British circles feel that unless means of building ships are curtailed any scheme which control the number of ships actually built will fall short of the ideal desired and sought because any country would be in the position at any time to force up its navy to any strength desired.

SPLendid SETTLEMENT BASIS.

Regarding submarines Britain never possessed and does not desire the 90,000 tons which is her quota under Mr. Hughes' scheme. Even if Britain does not suggest abolition of submarines she will certainly urge rules for the limitation of their size and armament. While the British delegates realise the force of the contention that it is impossible to check the building of small craft without inspection they reply that no power could build large submarines, say of 4,000 tons, and train the personnel required secretly. It is pointed out that only large submarines are capable of offensive operations and smaller ones are available only for defensive purposes.

The British delegates also consider the Americans derive the advantage of Mr. Hughes' proposals in the matter of aeroplane carriers. Whereas Britain had to build a large number of carriers owing to war emergencies and will be unable to build more, America practically has none and will be able to incorporate the latest designs and improvements in her quota. Apart from these modifications the British delegation will wholeheartedly welcome what they consider a splendid basis for settlement.

BRITAIN'S STRATEGIC WEAKNESS.

WASHINGTON, November 15.

Mr. Balfour's presentation of Britain's views on the limitation of naval armaments was the dominating feature of the second session of the conference to-day when the galleries were crowded with notabilities.

Mr. Balfour described Mr. Hughes' proposals as a great historical event making November 12 a new anniversary in connection with movements for reconstruction of the world. He pointed out that while the United States was impregnable in its communications no citizen of the British Empire could forget that his life depended on the Empire's sea communications. He was not lamenting Britain's weakness. "Far from it. We are strong in the hope and ardent patriotism binding us together, but this strategic weakness is obvious to everyone who reflects. It is known to our enemies and they do not let it be forgotten by our friends."

TREMENDOUS APPLAUSE.

Mr. Balfour believed as regards the battleship basis that the proportions between the various countries were acceptable and the limitation of amounts was reasonable, but suggested that submarine tonnage might well be reduced and the construction of large submarines prohibited. He suggested that questions of replacement of capital ships and cruisers which were not required for fleet action should be referred to technical experts as they did not affect the main structure of the American proposals.

Mr. Balfour's reference to submarines was acclaimed and when he promised full and loyal complete co-operation of Britain with the general American plan the audience rose and cheered for half a minute.

After the reading of the cablegram from Mr. Lloyd George endorsing the speeches of President Harding, Mr. Hughes and Mr. Balfour had been concluded amid tremendous applause, Baron Kato followed.

JAPAN FAVOURS SWEEPING REDUCTIONS.

Baron Kato declared that Japan was ready to proceed with sweeping reductions in naval armaments. She did not desire a fleet equal to that of the United States or Britain, but proposals for replacement would be specially considered by Japanese naval experts with a view to suggesting certain modifications which Baron Kato hoped the American and other delegates would consider.

Signor Schanzer and M. Bland announced the general approval of the Italian and French Governments of the American proposals.

The Conference then adjourned.

NAVAL EXPERTS BUSY.

LONDON, November 15.

British official telegrams state that the naval experts were busily engaged until a late hour on Mr. Hughes' proposals. All are greatly satisfied with the proposals.

Henceforth no communications will be made for publication apart from the official communications.

THE DOLLAR.

To-day's closing rate 2/8 1/8.

To-day's opening rate 2/8 1/8.

WASHINGTON DISARMAMENT PROPOSALS.

A POLITICAL DEMONSTRATION.

WASHINGTON, November 15.

The Chinese and British advisors were the first to arrive at the Conference followed by members of the American advisory committee. There was a strong military cordon round the conference hall and only bearers of official credentials were allowed to pass. As the delegates were assembling, half a dozen women paraded in front of the main entrance with banners demanding the release of political prisoners. Before the speeches began conference unanimously agreed to the committee plan worked out by the chairmen of the delegations from the five principal powers cabled earlier.

CHINESE DELEGATES PLEASED.

LONDON, November 15.

A special Washington message states that Mr. Wellington Koo, in a statement, says that the Chinese delegates are greatly pleased at the spirit of fairness and high moral tone which characterised the opening of the conference. If great problems can be solved in this spirit, China has much to expect from the conference. The Chinese delegation faces the issue with confidence and hope.

LLOYD GEORGE'S MESSAGE.

WASHINGTON, November 15.

Mr. Lloyd George has cabled Mr. Balfour, the head of the British delegation wholeheartedly endorsing his (Mr. Balfour's) opinion that President Harding's and Mr. Hughes' speeches are bold and statesmanlike utterances pregnant with infinite possibilities and adding that nothing could augur better for the success of the conference.

A GREAT REFORM.

WASHINGTON, November 15.

Mr. Balfour particularly stressed Britain's dependence on sea communications and asked his hearers to imagine the western states of the United States suddenly removed 10,000 miles across the sea while the heart of the country consisted of a small crowded island depending on overseas trade not merely for luxuries but for raw materials and food. "Therefore no Britisher was able to forget that he lives by sea communications and that without them he and the Empire would perish. The British delegates agreed with Mr. Hughes' scheme in spirit and principle and regarded it as the greatest reform in connection with armaments ever conceived by statesmen."

USE OF SUBMARINES GROSSLY ABUSED.

While he considered the attempt to enter into details of the scheme to be ill fitting to such occasion he declared there were details which could only adequately be considered in committee. British experts were inclined to think that the submarine tonnage was too large. Submarines were a class of vessels very easily abused. In the late war they had been grossly abused. He suggested limitation of tonnage and prohibition of construction of large submarines on the ground that the latter were intended not for defence but for attack probably by methods which civilised nations would regard with horror. He suggested that other details in connection with replacement of obsolete battleships, also the question of cruisers be considered by technical experts and emphasised that these modifications did not touch the main outline of Mr. Hughes' structure which he believed would remain for the admiration and use of mankind.

Mr. Balfour's speech was listened to in tense silence. He greatly impressed his conferees by his personal dignity and solemnity of utterance. He infused every word with significance and importance. Mr. Balfour's speech, which was made without notes except for a few words scribbled on the back of an envelope, was received with the greatest enthusiasm.

AMERICAN IMMIGRATION LAWS.

WHAT SEVEN MONTHS' STAY WILL MEAN.

New York, Nov. 15.

Mr. Giras, Calcutta manager of the firm of Ralli Bros., has been sent to Ellis Island with his family because his papers indicated a probable stay in America of seven months which the officials consider classes him as an immigrant although the law does not specify a period.

COTTON SPINNING INDUSTRY.

A 24-HOUR WEEK SUGGESTED.

LONDON, Nov. 15.

The Federation of master cotton spinners has decided to take a ballot of 80 per cent. of their members engaged in American cotton on the question whether they are prepared to reduce the working week to 24 hours. 15 hundred thousand operatives are concerned.

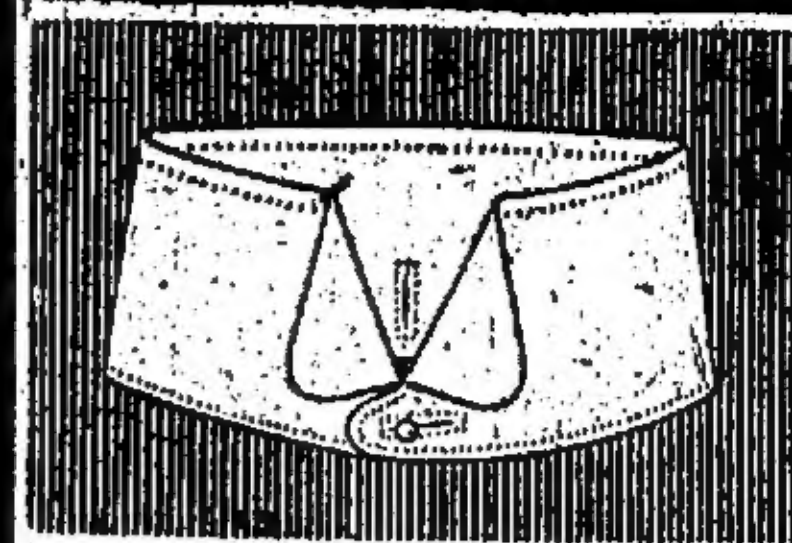
ULSTER COUNTER PROPOSALS.

GOVERNMENT REPLY DESPATCHED.

LONDON, Nov. 15.

After three long sittings the Cabinet despatched a reply to the Ulster counter proposals. It is understood that the reply merely reaffirms the Government's position.

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ACKNOWLEDGMENT.

Mrs. Wilkie and family, desire to return thanks for the numerous expressions of sympathy offered and for the many floral tributes received in their recent sad bereavement.

THE PRINCE'S VISIT.
MEETING OF COMMITTEE.

SPECIAL BUILDING TO BE ERECTED.

The Committee appointed to draw up the programme for the visit of H.R.H. the Prince of Wales held what the Hon. Mr. Claud Severn, C.M.G. subsequently described to a *China Mail* reporter as "a most successful meeting" this morning. Mr. Severn said he thought they really had made progress now.

Mr. Severn explained to the meeting that there had been a good deal of correspondence with the chief of the Prince's staff and that in consequence certain alterations in the draft programme would have to be made. As the City Hall will not be big enough for the public gatherings which are to take place it was decided to erect a temporary building on the Murray Parade Ground. The Hon. Mr. H. W. Bird undertook to prepare designs for it.

H. R. H. has expressed a wish to meet the members of the British Legion individually and it is probable that there will be some modification of that portion of the programme. Other matters discussed this morning were the question of obtaining a vote from the Government towards the expenses in connection with the entertainment of H.R.H. and the part to be taken in the celebrations by other nationalities than British.

An executive committee was appointed with the Chief Justice (Sir William Rees Davies) as Chairman and Mr. Eric Rice as secretary.

Sir Paul Chater, who has just returned from a visit to Shanghai, presided and after opening the meeting he called on Mr. Severn to explain what had occurred during his absence in regard to the draft programme.

Mr. Severn said that a few desirable alterations had occurred to him which he wished to present to the committee. He suggested first of all that the special assembly hall which is to be erected on the Murray Parade Ground should be made the centre of all public gatherings during the Prince's visit. It was proposed that H.R.H. should proceed there at about 10.15 on the morning of his arrival, after the ceremonial landing, and that the chief reception should take place there.

The building will, it is anticipated, provide seating accommodation for about 4,000 people and Mr. Severn said that the Prince should be free to proceed to Government House by about 10.30 a.m. leaving the rest of the morning still before him.

It was suggested that about 3 p.m. that afternoon a short ceremony should be held to present H.R.H. with a University degree and that at night there should be a banquet. Afterwards the Prince would embark to view the illuminations from the harbour and then land again and terminate the evening by witnessing a firework display on a very grand scale.

It was much feared, Mr. Severn said, in regard to the programme for the second day that the tour of the New Territories would take too long to be feasible but in any case that morning should include an opportunity for the Prince to meet children and boy scouts, at H.R.H.'s special request.

The British Legion proposed to give H.R.H. a luncheon at the Repulse Bay hotel and Mr. Severn suggested that the Prince should arrive in good time to meet all members of the Legion and shake hands with them before lunch. A telegram had, he explained, been received from the "Renown" stating that H.R.H. was very anxious to meet all members of the Legion personally but would prefer, if possible, to lunch quietly at Government House on the second day.

At present therefore no definite arrangements could be made in regard to the British Legion luncheon.

It was proposed, Mr. Severn said, that a short meeting of the friends of the Colony should be held at the Assembly Hall that evening at about 6.30 p.m. prior to the Chinese banquet.

It was decided to appoint a joint executive committee of about twenty to thirty people to conduct the entire course of the proceedings and to appoint sub-committees to arrange each separate item. Mr. Severn suggested that in consideration of H.R.H. being the Prince of Wales it would be complimentary to have Sir William Rees Davies, being a Welshman, as Chairman of the Executive Committee and Mr. Eric Rice, being also of Welsh origin, as secretary.

The G. O. C. and the Commodore

KINEMA NOTES.

CORONET'S HIGHLY ORIGINAL COMEDY.

Next to common sense the most uncommon thing in the world is originality, especially the kind that finds expression in "Almost a Husband," smiling Will Rogers, delightful new comedy now showing at the Coronet Theatre. This picture is perhaps the most original that has ever been shown on the screen, a broad statement that you can readily prove for yourself. In "Almost a Husband" the inimitable comedian has a picture after his own heart, that is to say he has a picture affording him full opportunity to create humorous effects in the simplest manner possible. Lovable and unaffected, Will Rogers is human above everything else. As the Vermont school teacher who settles down in a sleepy Arkansas town, marries its richest daughter, a game of "forfeits," and gallantly goes his way alone that she may not be burdened with such a homely husband, he makes the character direct and true, his quaint brand of humour finding fresh outlet in every situation. The story is not dramatic but it is remarkably rich in comedy and atmosphere. An excellent cast supports the star. A great picture full of rich humanity and teaching a happy philosophy.

THE WORLD THEATRE.

The distinguished star Miriam Cooper, fresh from her success as the devoted wife and mother in the recent play, "The Woman and the Law," now appears in the character of Carmelita Carruti, in a new film at the World Theatre, entitled "Betrayed." What a contrast for the proud Carmelita is her once quiet life to her present mode of living. As Carmelita, Miriam Cooper is represented as being very coquettish with a dirty-looking father whose great ability is to eat and sleep. The story centres round a village in Mexico, where bandits are in plenty. Hobart Ross, worth as the outlaw, Leopoldo J. J. is realistic. The duplicity with which the girl plays the outlaw and his counter-plan is very well portrayed. Another forthcoming picture "The Seeds of Vengeance" is promised soon.

CANTON'S MANY FIRES.

ANOTHER BIG OUTBREAK IN SAIKWAN.

More than 100 buildings were destroyed as the result of a big fire in SaiKWan on Monday morning. The total cost of this fire is estimated at between three and four million dollars.

The fire started from the Tsin Nam Ten House on Choi Lan Street at 11.30 a.m. and spread to Chi Yuen Street, Su Yi Street, Ching Ping Street and Sa Ki Sun Street.

Fire brigades from the city and Shamen were soon present at the scene. Members and Staff of the Red Cross Society and the Fong Pin Hospital also helped. The fire lasted until about 2 o'clock in the afternoon.

Two cases of diphtheria (both fatal), one of plague and one of enteric fever—all Chinese—were reported during the 48 hours ended on Monday. Last week two cases of paratyphoid fever, one British and the other Indian, and one case of diphtheria, Chinese, were recorded. Two Chinese also died from influenza (not notifiable). Yesterday one fatal case of plague and another of diphtheria, both Chinese, were reported, also a non-fatal case of paratyphoid fever, British.

Mr. "Pussyfoot" Johnson, interviewed by the representative of an Indian paper on his arrival at Bombay, said he would like to clear away certain misconceptions. "I have been asked if I am in favour of picketing of liquor shops by the non-cooperators. I have nothing whatever to do with politics. My tour in India, Burma, and Ceylon is a lecturing tour, in which I hope to explain what has been done in America. I have not come here to revolutionise the country, and I have no such high ambition as to make India 'dry' in ten weeks."

have been asked to nominate representatives of the Army and Navy, and representatives of the Portuguese Indian Communities are also to be appointed.

Sir Paul Chater proposed that the British community at Shanghai should be represented at the celebration, mentioning that there was great keenness there about the Prince's visit. He asked the executive committee to decide what form the invitation to Shanghai should take and it is considered probable that H.R.H. the Governor will send a special invitation.

OVERSEAS CLUB.

RECEPTION AT MARBLE HALL.

LORD NORTHLIFFE INVITED.

On Friday, November 25—the day on which Lord Northcliffe is expected to pass through Hongkong—Sir Paul Chater is entertaining a large number of the community to a reception at Marble Hall at 3.30 p.m., in the name of the Overseas Club and Patriotic League, of which Lord Northcliffe is President, and to which he has for many years devoted a large amount of interest and assistance.

It is hoped that, if time permits, Lord Northcliffe will be present, and every effort is being made to render this possible.

Sir Paul, in any case, is extending the full hospitality of his beautiful house and garden, and H.E. the Governor and Lady Stubbs will be present.

At 4 p.m. the guests will hear some details of the Overseas Club and its objects, and, in addition to the attractions offered by Marble Hall itself with its priceless collection of China, the lawns and terraces will be at the disposal of the guests. The band of the 2nd Wiltshire Regiment will play in another part of the garden, and a short programme of music is being arranged to take place in the music room.

The Overseas Club and Patriotic League, with which is incorporated the League of the Empire, is a non-party patriotic Society formed to draw together in the bond of comradeship the citizens of the British Commonwealth of nations, both within and without His Majesty's Dominions. The spirit of the Society is that of patriotic freemasonry, but without any secrecy. It is the direct outcome of the inspiration of Cecil Rhodes.

In order to carry out its practical objects, the Overseas Club and Patriotic League has established a chain of branches and honorary corresponding secretaries throughout the world; opened well-equipped club rooms in the centre of London; founded a monthly magazine, through the medium of which members are kept in close touch with one another and with headquarters; organized an overseas trade bureau to promote the trade interests of its members; and inaugurated an overseas employment bureau to enable prospective employers and employees in all parts of the Empire to get in touch with one another. Membership is open to all British subjects, whether resident in the British Isles or overseas—men and women.

Its Practical Objects are to form branches of the Society wherever a community of British people is to be found, in order to promote locally the welfare of the British Empire and the well being and prosperity of its citizens. To provide adequate Club Rooms in London and all the chief cities throughout the world, so that no British subject need ever feel lonely in any part of the Empire. To ensure a welcome for every member in any part of the world where British subjects are to be found, by means of letters of introduction. To assist in the development of the Empire's resources through the agency of an unofficial overseas trade bureau, free of charge, and by the establishment of bureaux of information in all parts of the Empire; to assist in any work for the social welfare of our race. In this connection the Babes of the Empire Society has been inaugurated under the auspices of the Overseas Club, a training centre and creche established and an excellent "baby welfare" campaign organized. To spread fuller knowledge as to the history and relations of the various parts of the British Empire by promoting the interchange of teachers, the closer relations between British schools, and the dissemination of the best books on the subject all over the world. To ensure the observance of Empire Day, Anzac Day, Wattle Day, etc. To organize debates, lectures, etc., on Imperial subjects. During the war the Society has collected and distributed just on a million pounds. With this money it has furnished the British Government with a flotilla of 175 aeroplanes and seaplanes; distributed nearly 400,000,000 cigarettes and nearly 5,000,000 packets of tobacco to the men on active service; equipped and financed a Royal Air Force Convalescent Home; contributed large sums to the Red Cross; endeavoured to counteract German propaganda by distributing over two million pamphlets presenting the Allied Cause in neutral countries; and assisted almost every well-known patriotic fund at present in existence.

As a tribute to the men from overseas who have fallen, it has been decided to erect in the heart of the Empire an Overseas Building which will serve as an Imperial rendezvous for British men and women visiting the Old Country. The building will be an Empire nerve centre from which will radiate every activity for the

betterment and unity of the British People. A Roll of Honour will be engraved on the walls of the building, and a Golden Book is also being kept of the names of the subscribers. It is hoped to raise £150,000 for such a memorial.

MAIL LAT.

No news had been received at three o'clock this afternoon of the s.s. "Teian" which was due here yesterday with the Home-Mail. The vessel does not carry wireless.

The following passengers sailed by the China Mail s.s. "Nile" this afternoon:—For Singapore, Mr. A. G. Hall, and Mr. E. F. Meyerling; for Batavia, Mr. J. H. Burggraaf.

TO-DAY'S ADVERTISEMENTS.

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One Baby Grand Piano by Broadwood One Piano by Rosekrantz (Full Particulars from Catalogue) Terms Cash on delivery.

Longkong, November 16, 1921.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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Passenger Service.
CHICAGO MARU.....Tuesday, 13th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

INDO MARU.....Wednesday, 23rd Nov.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

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SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

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HAWAII MARU.....Sunday, 4th Dec.

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SHUNKO MARU.....Wednesday, 16th Nov.

HAGUE MARU.....Middle of January.

NEW ORLEANS via SUEZ.

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*S.S. "KANSAS".....Via Suez Canal.....26th Nov.

*S.S. "KATON".....Via Suez Canal.....10th Dec.

*S.S. "KT. OF THE GARTER" Via Suez Canal.....20th Dec.

*Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' Subject to change without notice.

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FOR STRAITS

SWATOW AND SINGAPORE.....LUNGHAN.....Nov. 17, at 10 a.m.

SHANGHAI AND AMOY.....SHANGHAI.....Nov. 17, at 4 p.m.

SHANGHAI AND TSINGTAO.....SHANGHAI.....Nov. 18, at 4 p.m.

SHANGHAI.....SHANGHAI.....Nov. 20, at 10 a.m.

SWATOW AND SINGAPORE.....SHANGHAI.....Nov. 21, at 10 a.m.

SWATOW AND SINGAPORE.....SHANGHAI.....Nov. 22, at 10 a.m.

SWATOW & SINGAPORE.....SHANGHAI.....Nov. 24, at 4 p.m.

WEIHAIWEI, CHEFOO & TIENTSIN.....SHANGHAI.....Nov. 25, at 4 p.m.

MANILA, CEBU & ILOILO.....SHANGHAI.....Nov. 26, at 4 p.m.

PAKHOI & HAIPHONG.....SHANGHAI.....Nov. 27, at 10 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Regular accommodation, electric fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai, Amoy, and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Calling Shanghai—Kobe—Yokohama.

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S.S. "WE'ATCHE".....Nov. 19th.....Dec. 9th.

S.S. "KEYSTONE STATE".....Dec. 9th.....Dec. 26th.

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S.S. "MONTAGUE".....Nov. 22nd.

S.S. "ABERCOSS".....Dec. 7th.

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SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.
Via Panama

S.S. "WEST HIMROD" Second half of November.

S.S. "WYTHEVILLE" First half of January 1922.

For freight, space and particulars apply to:—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

AGENTS 5TH FLOOR UNION BUILDING.

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For Batavia, Samarang, Soerabaya, Moesoni and Balikpapan.

S.S. "BORNEO MARU".....Sailing on or about 20th Nov.

For Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU".....Sailing on or about 30th Nov.

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Empress of Japan.....Nov. 23.....Dec. 14.

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Empress of Asia.....Jan. 17.....Jan. 27.

Empress of America.....Feb. 8.....Feb. 18.

Empress of Japan.....Feb. 22.....Mar. 13.

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"CITY OF CHANGHAI".....Sailing Dec. 2nd

"CITY OF KANTON".....Sailing Dec. 12th

"CITY OF HONGKONG".....Sailing Dec. 22nd

"CITY OF SHANGHAI".....Sailing Jan. 2nd

"CITY OF TIENTSIN".....Sailing Jan. 12th

"CITY OF Peking".....Sailing Jan. 22nd

"CITY OF YOKOHAMA".....Sailing Feb. 2nd

"CITY OF OYAMA".....Sailing Feb. 12th

"CITY OF MANILA".....Sailing Feb. 22nd

"CITY OF Cebu".....Sailing Mar. 2nd

"CITY OF ILOILO".....Sailing Mar. 12th

"CITY OF Zamboanga".....Sailing Mar. 22nd

"CITY OF Davao".....Sailing Apr. 2nd

"CITY OF Zamboanga".....Sailing Apr. 12th

"CITY OF Davao".....Sailing Apr. 22nd

"CITY OF Zamboanga".....Sailing May 2nd

"CITY OF Davao".....Sailing May 12th

"CITY OF Zamboanga".....Sailing May 22nd

"CITY OF Davao".....Sailing Jun. 2nd

"CITY OF Zamboanga".....Sailing Jun. 12th

"CITY OF Davao".....Sailing Jun. 22nd

"CITY OF Zamboanga".....Sailing Jul. 2nd

"CITY OF Davao".....Sailing Jul. 12th

"CITY OF Zamboanga".....Sailing Jul. 22nd

"CITY OF Davao".....Sailing Aug. 2nd

"CITY OF Zamboanga".....Sailing Aug. 12th

"CITY OF Davao".....Sailing Aug. 22nd

"CITY OF Zamboanga".....Sailing Sep. 2nd

"CITY OF Davao".....Sailing Sep. 12th

"CITY OF Zamboanga".....Sailing Sep. 22nd

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI

Nov. 22—B.F. Kama.

Dec. 2—J.O.L. Tjasson.

Dec. 5—B.F. Kama.

Dec. 8—B.F. Kama.

Dec. 11—B.F. Kama.

Dec. 14—B.F. Kama.

Dec. 17—B.F. Kama.

Dec. 20—B.F. Kama.

Dec. 23—B.F. Kama.

Dec. 26—B.F. Kama.

Dec. 29—B.F. Kama.

Jan. 1—B.F. Kama.

Jan. 4—B.F. Kama.

Jan. 7—B.F. Kama.

Jan. 10—B.F. Kama.

Jan. 13—B.F. Kama.

Jan. 16—B.F. Kama.

Jan. 19—B.F. Kama.

Jan. 22—B.F. Kama.

Jan. 25—B.F. Kama.

Jan. 28—B.F. Kama.

Feb. 1—B.F. Kama.

Feb. 4—B.F. Kama.

Feb. 7—B.F. Kama.

Feb. 10—B.F. Kama.

Feb. 13—B.F. Kama.

Feb. 16—B.F. Kama.

Feb. 19—B.F. Kama.

Feb. 22—B.F. Kama.

Feb. 25—B.F. Kama.

Feb. 28—B.F. Kama.

Mar. 1—B.F. Kama.

Mar. 4—B.F. Kama.

Mar. 7—B.F. Kama.

Mar. 10—B.F. Kama.

Mar. 13—B.F. Kama.

Mar. 16—B.F. Kama.

Mar. 19—B.F. Kama.

Mar. 22—B.F. Kama.

Mar. 25—B.F. Kama.

Mar. 28—B.F. Kama.

Apr. 1—B.F. Kama.

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SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NYANZA"	7,000	25th Nov. at 11 a.m.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles and London.
"LAHORE"	5,800	6th Dec.	Singapore, Colombo & Bombay.
"DUMERA"	6,700	10th Dec.	MARSHALL, LONDON & A'warp.
"NELL'RE"	5,800	20th Dec.	Singapore, Colombo & Bombay.
"DONGOLA"	6,000	24th Dec.	MARSHALL, LONDON & A'warp.
"EGYPT"	7,941	18th Jan.	B'way, M'elles, L'don, & A'warp.
"KASHMIR"	8,841	21st Jan.	
"NAGOYA"	6,854	18th Feb.	
"KASHGAR"	6,840	4th Mar.	
"KHIVA"	8,092	18th Mar.	MARSHALL, LONDON & A'warp.
"DEVANHA"	8,017	18th Apr.	
"NOVARA"	8,850	15th Apr.	
"KALYAN"	8,887	28th Apr.	
"PLASSY"	7,346	13th May	

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	18th Nov. at 10 a.m.	Manila, Sandakan, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	18th Dec.	

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	18th Nov. at 10 a.m.	Manila, Sandakan, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	18th Dec.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	20th Nov. Daylight.	Amoy, Shanghai and Kobe.
"EASTERN"	4,000	23rd Nov.	Yokohama direct.
"NELL'RE"	7,000	23rd Nov.	Shanghai and Japan.

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PUSHTI MARU (Nagasaki direct) ... Friday, 18th Nov. at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 23rd Dec. at 11 a.m.
KASHIMA MARU ... Tuesday, 27th Dec. at 11 a.m.
MARSHALLS, LONDON & ANTWERP via Singapore
Malacca, Penang, Colombo, Suez & Port Said.
SHIZUOKA MARU ... Thursday, 24th Nov. at 11 a.m.
HAKONE MARU ... Friday, 9th Dec. at 11 a.m.
YOKOHAMA MARU ... Friday, 23rd Dec. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM
MATSUO MARU ... Wednesday, 23rd Nov.

LIVERPOOL via MARSEILLES.
KANAKURA MARU ... Wednesday, 7th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Dec. at 11 a.m.
MIKI MARU ... Tuesday, 27th Jan. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.
DELGOA MARU ... Friday, 28th Nov.

NEW YORK via SUEZ.
TSUYAMA MARU ... End of December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape
KAWACHI MARU ... Wednesday, 18th Nov.

BOMBAY via Singapore, Penang & Colombo.
OSAKA MARU ... Saturday, 19th Nov.

COLOTTA via Singapore, Penang & Rangoon.
MOROKA MARU ... Thursday, 24th Nov.

NAGASAKI, KORE & YOKOHAMA
TANGO MARU ... Thursday, 17th Nov. at 11 a.m.
MIKI MARU ... Friday, 18th Dec. at 11 a.m.

SHANGHAI, KORE & YOKOHAMA
BOMBAY MARU (call Shanghai) ... Thursday, 17th Nov.
YOKOHAMA MARU ... Monday, 21st Nov. at 11 a.m.
YIMA MARU (call Shanghai & Kure) ... Monday, 21st Nov.

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FUNNY FOODS.

FACTS AND FIGURES.

ABOUT CHINESE LUXURIES.

Of all the quaint delusions about China cherished by people who have never been within smelling distance of the Orient probably the belief that "a Chinaman" lives on a handful of rice and doesn't worry about anything more is the commonest and the most mistaken. It doesn't need a very long residence in Hongkong to discover that the opposite is the case and that, to borrow a forcible phrase, "alone among orientals the Chinaman panders to the belly."

The top end of the Praya West, where the sweating coolies gather in the intervals of unloading cargo from the countless junks, provides plenty of proof, olfactory and ocular, that the Chinaman is just as keen on his "tuck" as any healthy constituted schoolboy at home. Why else would the footpaths in that locality be fringed with dozens of little stands that tempt the passer by with their

display of sticky looking sweetmeats, bowls of oily soup, fruits—all manner of dishes highly coloured and high smelling. Always these little travelling tuck shops have around them a sweating, chattering, munching knot of patrons.

From the look of them most of the dainties that detach the coolie from his hard-earned cents are home-made from local products but the real pieces of resistance of the Chinese diet come from far afield. Berbe de mer, birds nests, sharks fins—luxuries of the rich are these and the trade in them makes quite a considerable showing in the quarterly import statistics. Supplies of beche de mer, which is really a foreign way of describing edible sea slug, come to us regularly from Australia and the South Seas and a good shipment will bring over \$100 per picul. Some beche de mer is smooth and some spiky and it varies in colour from white to brown and black—the Chinese find the black variety the most toothsome. It comes up here dried and cured and ready to put in the pot and it is in special demand as an item on the menu at least during

the Autumn marriage months and later of course at the Chinese New Year festivities. We got in 5042 piculs of it recently.

Sharks fins are obtained from sharks killed in the North China Sea and are cured mostly by the Japanese. It is a scarce commodity and consequently expensive—one dish of sharks fins will cost anything from \$5 to \$20. Possibly the most famous and the queerest of all the Chinese luxuries is Birds' Nest Soup which works out at between \$2 and \$3 a dish. The nests, which are imported from the East Indies, are a gelatinous substance and are made literally out of the bird's own head. It is really nothing more than dried saliva secreted by the bird for home-building purposes. The nests are usually found in caves along the seashore and are gathered at considerable risk. Runus is another popular dainty which hails from New Zealand and Japan and looks like dried leaves. It brings good prices here but not quite as much as beche de mer.

Formerly the beche de mer and fungus business was done by Australians but now the trade is passing gradually into the hands of Chinese buyers in Australia and New Zealand. They know exactly what is saleable while the foreigner only gets the same knowledge by long experience.

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AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers. For Sailing on or about
"T. SARI" ... Amsterdam, Rotterdam & Hamburg ... 5th Dec.
"OLDEKERK" ... Rotterdam, Amsterdam & Hamburg ... 1st Jan.
"RADJA" ... Amsterdam, Rotterdam & Hamburg ... 10th Feb.

For full particulars please apply to—

JAVA CHINA JAPAN LYN,

General Agents,
Telephone No. 1874. York Building.

JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN

Steamer.	From	Expected on or about	Will leave on or about	For
"TJISALAK"	Java.	21st Nov.	24th Nov.	SAN FRANCISCO via Cebu, Manila, SAN FRANCISCO
"TILEBOET"	Java.	—	second half of Dec.	via Cebu, Manila.

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All steamers carry a duly qualified surgeon.
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TENYO MARU	22,000	Nov. 17th.
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PERSEA MARU	22,000	Jan. 4th.
TAIYO MARU	22,000	Jan. 15th.
SIBERIA MARU	20,000	Jan. 25th.

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† Calling at Dairen and omitting call at Keelung.

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Through by TRANS-ANDREAN ROUTE to BUENOS AIRES.

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SHAKUYO MARU	17,500	Dec. 13th.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Water in Staterooms
& Saloons. Excellent Cuisine.

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SHALONG	Capt. W. Cooper	FRIDAY	18th Nov. at 1 p.m.
SHALONG	Capt. W. O. Passmore	TUESDAY	22nd Nov. at 1 p.m.
SHALONG	Capt. J. S. Thomson	FRIDAY	25th Nov. at 1 p.m.

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DOUGLAS LAPRAIK & Co.

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

The M/S "MALAYA"
will be loading for Hamburg, Copenhagen and other
Scandinavian ports.
18th to 18th November.
Expected on or about. Will leave for above ports

S. S.	Expected on or about.	Will leave for above ports
S. S. "RHODERIA"	28th November.	15th December.
M. S. "JAVA"	7th December.	1st January.
S. S. "ARABIAN"	20th	15th
M. S. "ANNAM"	1st January.	30th
M. S. "ASIA"	18th	10th February.
M. S. "AFRIKA"	18th	24th

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Hongkong, November 15, 1921.

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OBTAINABLE FROM
ALL CHEMISTS.

TO BOOST HONGKONG.

HUGE TRADE EXHIBITION.

AN INTERESTING ANNOUNCEMENT.

An exhibition to be held in 1922 with the object of attracting visitors to Hongkong and promoting trade, which will spread over an area of nine square miles at Kowloon and will last for several months, was forecasted by the Hon. Mr. Lau Chu Pak, chairman of the Chinese Chamber of Commerce at a meeting of that body held yesterday.

Mr. Lau Chu Pak explained that there was at present in Hongkong a body of men who contemplated conducting a big exhibition in 1922 with the object of bringing more tourists to the Colony and advertising the great trade facilities which Hongkong offered to merchants in the conduct of their business and also to exhibit the products of different provinces in China, samples of which were expected to be set out on exhibition. Letters had been sent to the Chinese Chamber of Commerce soliciting information as to whether the Chinese would assist in the enterprise and the promoters of the scheme had discussed with him the question of formulating plans for this gigantic project which, he was confident, would not only yield untold benefit to local commerce but would be the means of giving prominence to the Colony. The site of the exhibition, which covered an area of nine miles, would not be in Hongkong on account of the lack of a suitable and adequate space, but an ideal spot would be selected in Kowloon.

A conception of the huge scale on which the exhibition was to be held could be obtained from the size of the space required and it was the intention of the organisers to run it on such lines as would give them the result they desired. In addition to the display of Chinese products from different places in China—for invitations would be issued to Chinese merchants in the interior, through the Hongkong Chamber of Commerce, in due course—things that would interest and please visitors would be installed such as was done in exhibitions in France, America and other big countries.

There would be houses built to the same height and size and in the same style as genuine houses so that they could be inhabited by people during the time the exhibition was held. Then there would be railways, tramcars and motor cars in miniature, everything designed to fascinate visitors. The winter season was most desirable to hold the exhibition because rain in winter was scarce and therefore the articles exhibited could be preserved for a longer period. At the exhibition, which was to last several months, could attract people to Hongkong from all parts of the world, the Colony would be lighted a hundred times more than by any advertisements published in guide-books, etc. No definite plans had as yet been prepared, but it was expected that in February or April next year members could know all the arrangements. He simply appraised members of this scheme beforehand so that if they wished to take part in the exhibition they would have plenty of time to secure whatever they desired to be displayed.

It was decided to defer discussion on the matter until the arrangements for the exhibition have been announced.

PACIFIC STORM.

"WENATCHEE'S" EXCITING EXPERIENCE.

After a very rough voyage, during which she weathered one of the worst storms which have raged in the northern Pacific during the last 30 years, the Admiral Line passenger liner "Wenatchee," arrived at Yokohama about 9 o'clock on October 29.

The officers of the "Wenatchee," all experienced Admiral Line men, said that the vessel had gone through four severe storms during the voyage. In two of them the wind reached a velocity of more than 75 miles an hour; in one it reached 85 miles an hour; and in the most severe a velocity of 95 miles an hour was registered. Each of the storms lasted two or three days. The most severe was the storm from which the N.Y.K. liner "Kashima Maru," carrying the Japanese disarmament delegates, retreated. The "Wenatchee" received a wireless message from the veteran commander of the "Kashima" who stated that the storm was the worst he had witnessed in his 30 years of experience on the Pacific. The big Shipping Board vessel weathered it in fine style. Commander Thomas treated his ship gently, preferring to make the voyage as smooth and easy as possible rather than trying to keep up to her schedule.

The "Wenatchee" has been overhauled and greatly improved since her first trip. While she was in dock at Seattle \$150,000 was expended in making various improvements, and before she left on the present voyage she was given a trial trip, during which her engines and machinery performed to the satisfaction of the Shipping Board engineers. During this trip she made on the one or two perfect days an average of 20 knots an hour. She made 481 miles during one 24 hours, but lighting a storm in another she progressed only 121 miles. Her machinery performed perfectly throughout the trip. The improvements of a complete new ventilating system, the removal of all the inside cabins and the installation of new pumps.

The "Wenatchee" has a completely new staff of officers this voyage, all of whom are experienced Admiral Line men. The master of the vessel Captain H. C. Thomas, has been with the line 30 years. Owing to the difficult voyage the passengers hardly had opportunity to make his acquaintance during the trip. He was almost constantly on the bridge. He was on duty without sleep for 36 hours at a stretch more than once during the voyage, which partially accounts for the general satisfaction among the passengers at the performance of the ship and for the fact that scarcely any damage resulted from the high seas. Mr. John Greenbach is the chief officer, Mr. John Clark second officer, Mr. Harry March chief engineer and Mr. C. F. Sweeney purser.

INDIGESTION AND BILIOUSNESS.

YOU should not eat food of any kind when bilious, but take a full dose of Chamberlain's Tablets and drink plenty of water. That will cleanse the stomach, move the bowels and restore the system to a healthy condition. For sale by all chemists and druggists.

SHIPPING.

FIRES ON SHIPBOARD.

NEW REGULATIONS.

At different times a number of Advisory Committees have considered the question of fire prevention and fire extinction on shipboard, and the Board of Trade has now issued a revised circular—dealing with this subject, embodying not only the recommendations which the Board suggests for the use of ship designers and shipmasters, but the instructions which have been issued by the Board to surveyors in connection with fire extinction. This publication is both useful and opportune. The question of fire appliances on board ship was one of the subjects investigated by the Merchant Shipping Advisory Committee appointed in the year 1915, and shipowners should note that, the definite recommendations made as the result of the work of that Committee will, with few modifications, be made compulsory in passenger steamers engaged in foreign service when the Merchant Shipping (Convention) Act, 1914, becomes operative. The notice now issued, therefore, is intended partly to remind shipowners that they will in the near future be called upon to equip their ships engaged in foreign trade with standard appliances, says the *Journal of Commerce*.

There is no doubt that many of the fires that occur on board ship could be prevented, as they are the result of smoking, or of carelessness in the handling of cargoes. The Board of Trade circular contains a reminder that certain kinds of cargo require very careful stowage if the risk of spontaneous combustion is to be avoided, and attention should be given to the recommendations made in this connection. Great stress is laid upon the need for care being exercised by those who are responsible for the loading and stowage of cargoes. Owing to the increase in the number of vessels burning oil fuel a new element of risk has been introduced. For sailing ships and steamships using coal fuel the general recommendation is that a good supply of hose pipes should be provided, as well as means of obtaining an abundant supply of water for the hose pipes, but in the case of ships burning oil fuel it will be necessary, in addition to the usual water service and hose pipes, to have one provided with a perforated nozzle, so that the water discharged can be sprayed. It is also required in the case of such ships that steam should be led from the boilers to a perforated pipe system, so that steam can be emitted into the lower parts of the boiler house. A point is also made of the need that the control of the steam supply should be outside the boiler room. In addition, each stokehold must contain a receptacle for holding sand, sawdust impregnated with bicarbonate of soda, or other material suitable for fire extinction. In dangerous spaces chemical fire extinguishers of the fluid type should be provided. Although fire buckets and fluid extinguishers should be conveniently disposed to enable a fire to be instantly attacked at its source, the main reliance will be on water, and even when a ship is in port it is desirable that steam pressure should be available to work the pumps in case of an outbreak of fire.

It need hardly be added that there should be a regular patrol of the ship so that a fire cannot make headway and become dangerous before it is detected. All ventilators and other openings should be visited at regular times for the purpose of ascertaining either by the sense of smell, which often gives the first indication of fire, or by actual observation, whether there is any danger of an outbreak from any of the many causes from which fire may occur either at sea or in port. The Board of Trade circular should be in the hands of all those upon whom responsibility rests to see that the risk of fire is reduced to a minimum.

NEW P. & O. LINER.

PASSENGER SERVICE TO CHINA.

Built by Messrs. Cammell Laird & Co., for service to India, China and Australia, the new Peninsular and Oriental liner, "Moldavia," was launched at Birkenhead. The new "Moldavia" will replace the "Al" class boat of the same name. She is a passenger mail and general cargo boat about 600 ft. long, and is splendidly equipped and fitted with the latest marine engineering improvements. Her speed will be 16 knots. There is a cellular double bottom fore and aft, and ten watertight bulkheads extending to the shelter deck. There are four continuous decks, namely, main, upper, shelter and shade, with promenade and boat decks above, covering the deckhouses accommodating the passengers and officers. Horizontal and vertical sliding watertight doors are fitted in the watertight bulkheads below the shelter deck, and may be operated by hand as well as controlled by the Stone-Lloyd hydraulic system. Four fire-resisting bulkheads are built between the shelter and shade decks, and one between the shade and promenade decks. Accommodation is provided for 222 first class passengers and 175 second class passengers on the shelter, shade and promenade decks in one, two, three- and four-berth cabins. The officers and engineers are in houses on the boat decks, and the crew are forward and aft on the upper, shelter and shade decks. The first-class music and smoke rooms, with verandah and promenade, are arranged on the promenade deck, and the second-class music and smoke rooms in a separate deckhouse on the shade deck aft. There is a hospital fitted independently for male and female patients, in a small deckhouse on the promenade deck aft.

THE N. Y. K.'S NEW VESSELS.

Of the three 10,120 ton cargo and passenger ships, the "Hakone Maru," the "Haruna Maru" and the "Asama Maru," which the Mitsubishi Dockyard at Nagasaki has been building for the Nippon Yusen Kaisha to make up the loss suffered by its fleet by the sinking of the "Yasaka Maru," the "Miyazaki Maru," the "Hitachi Maru" and the "Hirano Maru" by German warships during the late war, the "Hakone Maru" was completed and delivered to the Nippon Yusen Kaisha. She will leave Yokohama about November 25 on her maiden voyage to London via Kobe. H. H. Prince Kitashirakawa will embark at Kobe. Her sister ship, the "Haruna Maru," will be delivered to the N.Y.K. on December 31.

The "Asama Maru" will be launched at the end of November and delivered February 28 next year. Both ships will be allotted for the European run which is now conducted by the "Shidzuoka Maru," the "Kaga Maru" and nine other ships. It is said the new vessels will supersede the "Inaba Maru," the "Sado Maru" and the "Kaga Maru" in the service. Princess Shimazu will also be among the passengers leaving Kobe by the "Hakone Maru" on November 25, to join Prince Shimazu in England.

GENERAL NOTES.

The Coast Inspector states that Captain Ross of the str. "Hsin Fung" reports passing a junk, apparently abandoned, at anchor in Latitude 35° 38' N. and Longitude 122° 48' E.

A large passenger and freight steamer ordered by the Nippon Yusen Kaisha will be launched from the Nagasaki Works of the Mitsubishi Zosen Kaisha on November 6. The vessel is one of the three sister-ships ordered by the Nippon Yusen Kaisha, one of which, the "Hakone Maru," is nearly ready for service.

The warship "Kaga," 40,000 tons, which had been under construction at the Kobe Kawasaki Dockyard, has been completed and the launching ceremony is expected to take place on November 17. It is reported that

HON. MR. HO FOOK.

TRIBUTE FROM CHINESE FRIENDS.

High tributes to the valuable services rendered to the Chinese community by the Hon. Mr. Ho Fook who has just resigned from the Legislative Council after holding office as one of the Chinese representatives for more than four years, were paid at a tea party at which he was entertained by the Chinese Chamber of Commerce yesterday afternoon.

The sentiments of the gathering were voiced by the Chairman of the Chamber and senior Chinese representative on the Council, the Hon. Mr. Lau Chu Pak. He referred to the fact that Mr. Ho Fook had been closely identified with public affairs for 30 years and expressed the personal regret he felt at losing a colleague whose sound judgment, and experience had always been so helpful. On behalf of the gathering Mr. Lau Chu Pak wished Mr. Ho Fook health, prosperity, and many years' peaceful enjoyment of his retirement.

In the course of a brief response Mr. Ho Fook explained that the sole reason for his retirement was that in view of his advancing years he felt the need of a rest after being connected with public affairs for so long a time. In reciprocation of the good wishes of members of the chamber he wished them all prosperity.

The Kobe yard is going to start construction of another warship of 50,000 tons as soon as the "Kaga" is off the stocks.

Straits papers announce that there are good hopes of being able to save the wrecked "Peris." One diver has brought up a bag of tin-ore, and there is every possibility of at least this portion of the cargo, which there was a considerable quantity being salvaged.

The T.K.K. steamers operating on the South American line are to make Manila a port of call on their Eastward voyages to Valparaiso in the future. A start will be made with the recently-constructed "Rakuyo Maru" of 18,000 tons displacement when she arrives at Hongkong about the middle of next month from Manila.

The Netherland Steamship Company and the Rotterdam Lloyd will start a fast service between Genoa and Batavia. The mail steamers will remain only six days at each terminus, making the voyage there and back within fifty-two days. The only port of call will be Belawan (East Sumatra). Special fast trains will convey passengers from Genoa to Amsterdam.

Allocation of the new United States Shipping Board passenger liners to the Admiral Line has been obtained through Mr. A. F. Haines, vice-president and general manager of the company. Mr. Haines recently advised that the "Pine Tree State" which was built at the Bethlehem yards; was one of the finest ships turned out for the Shipping Board. She was turned over to the operating company on November 4. Captain M. Jensen will be in command with Mr. W. R. Rober as chief engineer.

Diversion through America of a share of the Orient European passenger traffic now going by the "Suez" canal route is to be discussed at the meeting of the Transcontinental Passenger Association in Chicago. An effort will be made to have through tickets sold between the Orient and England on the trans-Pacific lines serving Seattle, the trans-continental railroads and the trans-Atlantic steamship companies. The proposed rates would be 20 per cent lower than the cost of travelling from the Orient to London and vice versa by the same route under the present plan. The "Suez" canal route is marked by zones of terrific heat which would be avoided by routing the travel to America and thence to Europe, it is said.

DAIRY FARM NEWS.

MADE DAILY AND ALWAYS IN STOCK.

Beef Sausages	30 cents per lb.
Pork	45 " "
Bologna	60 " "
Liver	60 " "
Oxford	70 " "

Pressed Beef, ready for the table 60 cents per lb.

Brawn	60 " "
Pork Pies	25 and 50 cts. each
Cooked Ham	\$1.40 per lb.

Smoked Beef to order 75 cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
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Daniel Crawford's
"Vene Vobis"

(HEALTH TO YOU)

Rare & Very Old Liqueur

— BLENDED —

Scotch Whisky.

Daniel Crawford & Son, Limited,
Glasgow.

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NORMAL ARTIFICIAL LIGHT STUDIO.

Studio reopened at 38-40, Queen's Rd. C. (opposite Hongkong Theatre) photo taken Day and Night, using 5,000 c.p. light. Film Printing and Developing undertaken. Special attention to Home portraits.
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DEALERS & CONTRACTORS IN ELECTRICAL SUPPLIES.
ALSO TEAKWOOD & BLACKWOOD FURNITURES FOR SALE.
COME TO US! WE SET THE BEST FURNITURES
Obtainable in Hongkong.
INSPECTION INVITED. TEL. No. 7221.

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GENERAL MERCHANTS.

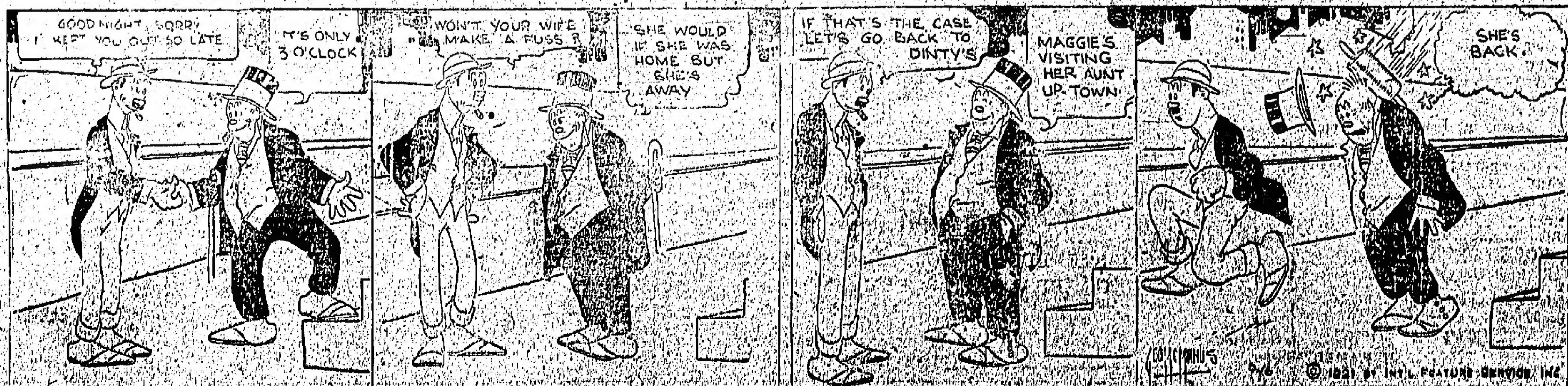
IMPORTS.—Pices Goods, Metals, Sundries, Chemicals, Machinery, Provision.
EXPORTS.—Mineral Ores, Rattan Goods, all kinds of Oil, Feather, Hide and Skin, Porcelain Wares, Silk and Embroideries, Tea and Tobacco Leaf.

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THE HONGKONG DYEING & CLEANING CO.
(Contractors to H. M. Navy), 17, Yue Wo Street, East.
Just Telephone 2215, and Our Man will be right there.

BRINGING UP FATHER.



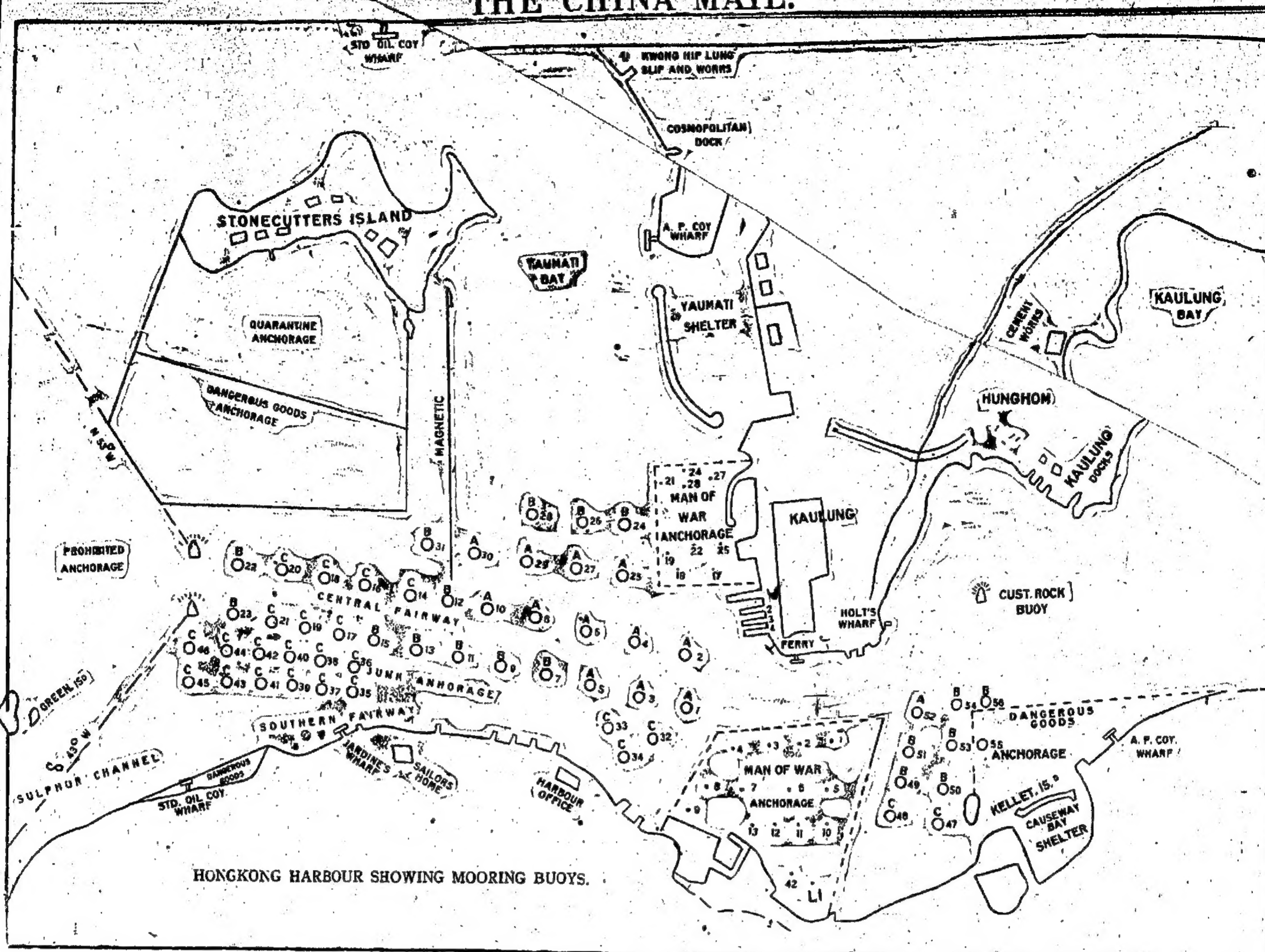
ANYBODY CAN DO IT.

The Magistrate decided that he could not convict and discharging Mr. Pinson's client, sentenced the other man to 2 months' hard labour.

SUMMARY OF THE COMMISSION'S REPORT.

Every possible encouragement and assistance should be given by Government to the development of new industries agricultural and otherwise.

BE overful of the colds you take at this time of the year. They are particularly dangerous. A neglected cold may mean a winter-long cold. Take Chamberlain's Cough Remedy at once. For sale by all Chemists and Storekeepers.



ST. JOHN'S HALL CONCERT.

—Song at the Piano... So Siren
Rose" ... Arditi.
Madame Lottie Gordon.
—Torch Display.

Accompanist :—Mrs. Alberto.

10-NIGHT

FINANCE COMMITTEE
MEETING.

The Chairman: This sum is incurred owing to an unexpectedly heavy bill from the Tung Wah Hospital for exhumations at Kai

A MESSAGE TO CREDITORS
IN CHINA

The Chairman: This vote of \$500 the proportionate amount required during the year for running the two motor cars which are going to be

ARRIVALS

A 12-year old Chinese boy was yesterday admitted to the hospital suffering from injuries to the head and chest, alleged to have been

MUST KEEP BOOKS.

A fine of \$50 on each charge was imposed.

NOT MUCH DAMAGE.

A fire broke out at 8.45 p.m., yesterday in a marshed cook house situated at the back of a number of houses in the course of construction by the Wing On Building Contractors for the Humphreys Estate at the junction of Carnarvon and Mody Roads and adjoining the Kowloon Government Dispensary. The flames spread rapidly, helped by a night breeze, and soon completely destroyed the structure. They had spread to the bamboo scaffolding erected round the houses when the Fire Brigade arrived under the D.S.P. A short but stiff fight succeeded in extinguishing the flames before any damage could be done to the buildings. Damage to the marshed and scaffolding is estimated at \$100.

GOLF.

1st. Division XI versus "Tamar"
on Kowloon ground on Saturday 11-

TO-NIGHT!

"Brown Sugar"

FOOTBALL.

2nd. Division XI versus University
on Kowloon ground on Saturday at
3.30 p.m., Muskette, Spary, Adams,
W. Brown, Roberts (Capt.), Hazel,
Evans, Paddy, G. Duncan, Donovan
and Estorffe. Reserves; Norton, Ra-
mussen and White.

1st. Division XI versus "Tandu"
on Kowloon ground on Saturday at
4.15 p.m.—Townsend, Morrison,
Jewick, Coupland, Wymann (Capt.),
McKelvie, Millard, Mason, Esau, A.
Duncan and Coombs.

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 and Ten House St., Government
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The Bank of Canton, Ltd.
 Des Voeux Road Central.

The Bank of East Asia, Ltd.
 Des Voeux Road Central, Hongkong.

The Chinese Merchants' Bank, Ltd.
 Alexandra Bldgs., Chater Road.

Building Contractors
Wing On & Co.
 Building Contractors.
 34, D'Aguiar Street. Tel. No. 1507.

**Building Materials and
 Plumbing Supply**
Lee Koo Building Contractors.
 2, Wellington Street. Tel. 1493.
 31, Upper Lee Lu Cheung.

**Cigarette & Tobacco
 Merchants.**
**The China Industrial Commercial
 Tobacco Co., Ltd.**
 14, Wing Lok Street, H. K.
 33, The Strand, Canton.

Coal Merchants
King Ip Co., Coal Merchants.
 37, Queen's Road Central, 1st floor.
 Telephone address "Hindence".
 P. O. Box 400.

Kwong Hang & Co., Coal Merchants
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Dentist
Harry Fong, Dentist.
 14, Fong, No. 74, Queen's Road
 Central. Tel. No. 1253.

Dyeing & Dry Cleaning
**The Diamond Dyeing & Dry
 Cleaning Co.**—Sung Ahn, Ahmed,
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 Accessories and Supplies.
 No. 68, Queen's Road, East.

The Kwong Electric Co.
 Electrical Work. Under Export
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 Vieux Rd. Central. Phone 2154.

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 Accessories.** 81 Queen's Road Central
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 Electrical Contractors.** also Typewriter
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 Voeux Road, Central. Tel. 3255.

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You Cheong Loong. High Class
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Daxson Company. Repairing of
 Motor Cars, Bicycles, Boats—Outfit-
 ting Electric Lights, and Storage of
 Cars. Cowesway Bay, Branch—11
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**The Eastern Cycle and Motor-Car
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 Cars for hire, stored and repaired.
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 No. 77, Praya East, Wanchoi.
 Shui Kee Coal Merchants.
 Telephone No. 3392.

Star Garage. Motor Cars, Motor
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 Cars on hire and for sale. 49 Des
 Voeux Road, Central. Tel. 3017.

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H. V. & H. T. Bro., Co.
 Importers and Exporters.
 Garter Manufacturers. Tel. 904.
 No. 48 Bonham Street, West, Hong-
 kong, China.

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 Dealers in Foreign Goods.
 Torii Lights, Batteries, Watermans
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A. Ling & Co., Glass Merchants.
 Furniture, Mirror and Canton Marble
 Manufacturers. Electro-plated, Glass
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 Tel. No. 1310.

Hair-Dressers
Hongkong Barber Shop.
 1st Class Hair Dressing Saloon, and
 Hat Cleaners. No. 23, Chater Road.

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The Asiatic Trading Co., Ltd.
 Manufacturers' Agents, Importers
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 Telegraphic Address "Asiatrade".
 34, Queen's Road Central. Tel. 286.

**Che Bros. & Co., Importers and
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**China Overseas Trading Co.
 (1919), Ltd., Importers & Exporters.**
 Tel. 117. 18, Queen's Road Central.

**Lee Brothers, Importers, Exporters,
 Shipping and General Commission
 Agents.** 14, Des Voeux Rd. Central.
 Tel. 1280. Cable address "Flourish".

**Frano-Chinese Trading Co.,
 Prince's Building**
 Importers and Exporters.

**G. Ito, Co., Ltd., 31, Queen's Road
 Central, Import & Export, General
 Commission Agents.** Tel. No. 218
 Cable address: "Irosto".

**The Hongkong Import Co.,
 Importers and Exporters.**
 Tel. 3057. Old Supreme Court Bldg.

**Kum Sing Tai Import, Export and
 Commission Merchants.**
 No. 308, Des Voeux Road Central.
 P. O. Box 1324.
 Cable Address: Kumsingtai.

**Kwong Sun & Co., 59 Queen's Road
 Central, Importers and Exporters.**
 Kwong King Hui (Asst.) Tel. 2129.

**Leison & Co., Limited, Importers,
 Exporters and Commission Agents.**
 16 Des Voeux Rd. Central. Tel. 472.

**Masuda Trading Co.,
 Importers and Exporters.**
 11, Queen's Road Central. Tel. 1269.

Nam Hing Loong.
 9-11, Queen's Road Central.
 General Storekeepers, Wine & Cigar
 Merchants. General Importers,
 Exporters of Chinese Produce.
 Tel. 321.

**The Tang Ah Commissioning Co.,
 Importers and Exporters.**
 Commission Agents.
 No. 37 Queen's Rd. Central,
 Hongkong. China.
 Cable Address: "TUNGAH" Hongkong.
 Telephone No. 2124.

**Universal Commercial Co.,
 83, Connaught Road, Central, Tel.
 1523, P. O. Box 79. Agents Singa-
 pore Rubber sales. Cable address:
 "Universal". Mgr. L. C. Chow.**

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The Wai Choon Co.,
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 for The Venus Life Assurance Co.
 General Merchants and Com. Agents
 Tel. No. 1853.

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**R. Hida & Co., Watchmakers and
 Jewellers.** Trunks for sale. Tel. 3323
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 Nathan Road, Kowloon.
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 Saturdays 10 till 1.

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Pan Yick Cho, Land & Estate agents
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 33, Queen's Road Central

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 gine, Motorcycles, 10 Des Voeux
 Road Central.

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Nam Mow Long Kee.
 China Oil Merchant.
 Tel. 1119. 124, Connaught Rd., Ct.

Optician
N. Lazarus, Opticians.
 Tel. 223. 12, Queen's Rd. Central

Painters
Wai Lee, Painter.
 No. 48, D'Aguiar Street.

Paper Merchants
Ying Co. Ltd.
 Paper Merchants, The Fuji Paper Co.,
 Ltd. of Tokyo. 14, Chater Road, Ct.
 P. O. Box 640.

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 Queen's Road East, Tel. No. 2142.

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**Sh. Pui, Specialists in Outdoor Photo-
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**Noronha & Company, (Government
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 Tel. 1004. 14, Des Voeux Rd. Central.

L. Noronha, Printers.
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Hon Sing & Co., Typewriter Dealers.
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BELLEROPHON 20th Dec. London, Rotterdam & Hamburg
LYCAON 3rd Jan. London, Amsterdam & Antwerp

LIVERPOOL SERVICE
 (Direct or via Continental Ports)
ORESTES 6th Dec. Liverpool.
DEUCALION 14th Dec. Marseilles, Havre & Liverpool
AGAMEMNON 20th Dec. Genoa & Liverpool

PACIFIC SERVICE
 (via Kobe and Yokohama)
IXION 22nd Nov. Victoria, Seattle and
TALTHEBIUS 13th Dec. Vancouver
TYNDAREUS 3rd Jan.

NEW YORK SERVICE
 (via Suez or Panama)
TYDEUS 16th Nov. via Suez

PASSENGER SERVICE
TEIRESIAS 28th Nov. for Shanghai
TEIRESIAS 13th Dec. for Singapore & London

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POST OFFICE NOTICES.
 UNDELIVERABLE PARCELS.
 The following regulations which have been agreed upon between the Post
 Offices of Ceylon and the Colony for disposal of undeliverable parcels, have come
 into force from 1st November 1921:—
 In the absence of a definite request for abandonment, parcels will at the
 expiration of 30 days from date of its receipt in Ceylon, or 21 days in Hongkong
 (except in the case of a Poste Restante parcel) be returned to the sender without
 previous notification and at his expense, and a parcel which bears alternative
 address will be held in Ceylon at the disposal of the first addressee for 15 days
 before being tendered for delivery to the second addressee.

The Parcel Post Service from Egypt to Smyrna is suspended until further
 notice.
 Parcel Post Service to Posh and places beyond Nanning is temporarily
 suspended.

INWARD MAILS.
 FROM WEDNESDAY, NOVEMBER 16.
 EUROPE via Suez (Letters & Papers, London 13th Oct.) Tean
 Japan Kawachi Maru
 Straits Tsuyama Maru
 Australia and Manila Tange Maru
 THURSDAY, NOVEMBER 17.
 Manila Wenatche
 FRIDAY, NOVEMBER 18.
 Japan Genoa Maru
 SATURDAY, NOVEMBER 19.
 Shanghai Szechuan
 SUNDAY, NOVEMBER 20.
 EUROPE via Suez (Letters only, London 21st Oct.) Yokohama Maru
 Straits Lima Maru
 MONDAY, NOVEMBER 21.
 EUROPE via Suez (Letters Newspapers only, London,
 20th Oct.) Nellore

OUTWARD MAILS.
 FOR WEDNESDAY, NOVEMBER 16.
 Macao 4.15 p.m.
 Philippines 5 p.m.
 *Swatow, Shanghai and North China 5 p.m.
 THURSDAY, NOVEMBER 17.
 *Swatow, Amoy, and Takao 8 a.m.
 *Swatow, Straits and Bangkok 9 a.m.
 *Shanghai and North China 10 a.m.
 *Swatow and Amoy 10 a.m.
 Japan 10 a.m.
 Canada, United States, Central
 & South America, and EUROPE via
 SAN FRANCISCO. Registration 9.45 a.m.
 Letters 10.30 a.m.
 *Swatow 2.30 p.m.
 *Swatow, Shanghai and North China 3 p.m.
 *Amoy, Shanghai and North China 5 p.m.
 FRIDAY, NOVEMBER 18.
 Fort Bayard, Hanoi and Haiphong 6 a.m.
 Japan, Canada, United States, Central and
 South America, and EUROPE via
 VICTORIA. B.O. Registration 8.45 a.m.
 Letters 9.30 a.m.
 Tientsin 11 a.m.
 Swatow, Amoy and Fuzhou Noon.
 Philippines Islands 2 p.m.
 SATURDAY, NOVEMBER 19.
 Hoihow and Haiphong 9 a.m.
 Straits, Bangkok, Calcutta and ADE 9 a.m.
 Shanghai and North China 3 p.m.
 Amoy, Shanghai, North China and Japan 5 p.m.

*Correspondence bearing vessel's name only.

HONGKONG BOXING ASSOCIATION.
 First TOURNAMENT of Season.
THEATRE ROYAL, SATURDAY, November 26th,
 at 9.15 p.m.
 Main Event, Featherweight Championship of the Colony.
TEDDY NEAL v. LEADING STOKER BRITT
 Hongkong
 H.M.S. "Oairo"
 Prizes: £5.—(ringside) £3.—(reserved) and £1.—(unreserved)
 Booking at MOUTRIE'S.
 Members only (on production of Current Membership Cards).
 TUESDAY, November 22nd; General Public WEDNESDAY, Novem-
 ber 23rd, to SATURDAY, November 26th.

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CORONET
CINEMA DE LUXE

TO-DAY AT
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BRAY CARTOON.

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